

From: "Richard Calandrella" <dickcalandrella@earthlink.net>
To: "Paulina Knibbe" <p.knibbe@comcast.net>
Subject: SIDEWALK CRITERIA

Paulina:

You had asked Sidewalk Committee members for input on "Sidewalk Criteria" before the next meeting on August 22nd, and I offer the following:

SAFETY

Streets with a high degree of vehicle and pedestrian traffic where speed and safety are critical issues should rank high on the list of sidewalk criteria, and this information, I believe, would be available from any existing or future street surveys carried out by the Commonwealth of Massachusetts as well as local surveys from such places as the Town of Acton's Police Department and Highway Department.

Sidewalks should have priority in areas where pedestrian traffic is heavy and accidents tend to occur repeatedly, and the Acton Police Department should have a record of accidents in these areas

Wherever possible, for added safety, there should also be a barrier of earth/grass between the roadway and the walking area

CONNECTION TO EXISTING SIDEWALKS

Priority should be considered for areas of Acton where sidewalks currently exist, and the construction of new sidewalks linking them would be economically and environmentally feasible and easily constructed with minimal engineering impediments such as trees, boulders, accessible/available land, etc.

LINKAGE TO SCHOOLS, SHOPPING AREAS, PARKS, PLAYGROUNDS, COMMUTER RAIL LOT, LIBRARY, ETC.

Roadways that lead to schools, shopping areas, parks, and similar areas should have priority

ENVIRONMENTAL & HISTORICAL CONSIDERATIONS

Wherever sidewalks are requested, contemplated, planned, etc., the environmental and historical aspects of the neighborhood should be a large part of the consideration, and the least impact to these environmental and historical areas should be a priority.

NEW CONSTRUCTION

In areas where new construction of homes, office parks, shopping centers, etc. is planned, the builders should be required to construct sidewalks as part of the package.

COST

A cost analysis should be required for all sidewalk construction to determine whether it is cost-effective and time-effective for the sidewalks to be constructed by Town Staff or by hired contractor.

All types of private and public grants, state and federal aid, etc. should be explored to help control costs.

NEIGHBORHOOD/BUSINESS SUPPORT

Priority should be considered in areas where home and business abutters strongly support sidewalk construction, and it meets the other criteria noted above.

These are just a few quick thoughts, and I'm sure other Committee members will have additional input.

Best Regards,

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